few miles west of Zamboanguita poblacion. By 1948 the first class road reached Siaton poblacion. In 1951 only a second class road connected Siaton and Tolong.

Informants living in Siaton said that the busses from Dumaguete terminated at Zamboanguita until 1928; they did not continue to Siaton because of poor roads. A resident of Siaton poblacion reported:

> Before 1928 there were a few autos which came to Siaton but only for the use of the wealthy. Maybe they came as early as 1924. But regular busses did not start until 1928 and then the schedules were not as regular as today. Of course, there was practically no travel for autos or trucks during the rainy season.

The chief clerk of the provincial engineer's office, who has held this position for nearly three decades, said on April, 1930, the first busses from Dumaguete reached Barrio San Francisco (then known as Manalongan), now in Sta. Catalina municipality. It seems, therefore, that the first effective bus facilities between Siaton and the provincial capital were established around 1930. Dumaguete has been accessible to the barriofolk by bus for about twenty years. Improved transportation facilities changed the distribution of population in Siaton municipality.

The Traffic Flow map of Negros Oriental illustrates the annual average daily flow of commercial,

most of it better fits the second class description. (See footnote No. 56, Page 79.) The road, however, is usually passable during the normal rainy season. The highway from Dumaguete to Bacong poblacion is asphalt emulsion macadam; from here to Tolong it is a dirt-surfaced coral rock bed highway. All the bridges from Dumaguete to Siaton were rebuilt by 1953. Many of the war-damaged bridges between Siaton and Tolong, however, were not rebuilt by 1951.

Normally two busses originate and terminate daily in Siaton poblacion. One bus leaves about six in the morning for Dumaguete while the other leaves the city for Siaton about the same time. In mid-afternoon the former bus returns to Siaton while the latter returns to the city. There is no bus service during the night. There are other busses coming from the west and east which one may ride if there are seats. Particularly those coming from Tolong or Sta. Catalina reach Siaton poblacion filled to capacity. In 1951 eight busses operated out of Tolong, four making a daily trip to Dumaguete and four returning from the city to Tolong. The 70-mile trip from Tolong to Dumaguete takes about eight hours.

Another rather important means of transportation is the "cargo trucks," normally operated by Dumaguete Chinese merchants to pick up copra or abaca in the poblacions and barrios in southern Negros. As one

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Filipino had written, "... a good customer is offered free rides...by the Chinese."[57] This is also true in Siaton. Often a Chinese merchant is forced to overload his truck with people wanting free rides; otherwise, as one Chinese merchant of Siaton told me, he might find his tires slashed the next day by a disgruntled would-be-rider. No Siaton resident owned an automobile in 1951, although before the last war several of the more affluent merchants had private cars.

The Philippine bus, called "trucks" by the people in Siaton, does a herculean job in the Republic.

> With the few private automobiles, for the use of only a very small share of the population, the bus has become far more important than in many countries. Generally speaking, Philippine bus-transport economy compares with that of almost any place in the world. Likewise it compares in services to its customers. Except for a few of the long-run 'limited' schedules, a bus will stop anywhere to pick up or discharge passengers. Most lines will carry any small cargo on the ticket, often include freight in small consignments on their regular runs, and operate fairly fast schedules. Most busses are regular truck-rolling stock, with Philippine-built bodies adapted to people of smaller girth and stature than most Americans.[58]

Though normally the busses are overcrowded, dusty, and maintained with makeshift repairs, without them the mobility of the average Filipino would be greatly reduced. The overwhelming dependence of the average Filipino in southern Negros in 1952 on the public transport system is shown in 484 489

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[57] "The Chinese Question." A series of letters from various readers in the Philippines Free Press, XLIII, No. 29 (July 26, 1952), p.3. Underlining by writer.

[58] Spencer, op. cit., p.60.

these differences the barriofolk of Caticugan, and Negros Oriental, are mainly Cebuanos with dialect and customs different from those of Panayanos of Negros Occidental. 101

Recent improvements in transportation have brought most of the barriofolk of Caticugan closer to Dumaguete, the provincial capitol where American cultural patterns are most heavily concentrated. Yet they live on the periphery of the major traffic flow of this province. With their undeveloped technology and crude implements, the Caticugan barriofolk have adjusted their economy to the seasonal rhythms of the southwest and northeast monsoons, the former beginning their agricultural cycle. This chapter has described the general scenery of the "stage" where the barriofolk of Caticugan act out their lives. 484 489 177 221 000

An American visitor in Dumaguete would find much in the city to remind him of the United States. New Fords, modern buildings, the mode of dress, Hollywood cinemas and Silliman University with its American professors and English-speaking students would be visible signs of American influence. As he left Dumaguete for the rural areas of Negros, he would quickly enter a new milieu and the farther south he travelled the fewer clues he would find to suggest familiar scenes of his country. 369 177

Today one can catch an early morning bus from Dumaguete to Siaton poblacion. The faded green bus 494 484

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parks in front of a general merchandise store across the street from the busy marketplace. The wooden benches of the bus are often full an hour before it departs, but the conductor continues to appeal to passers-by for more fares. Finally the crowded bus leaves but circles hopefully around the marketplace in search of a few more passengers.

There is an excellent paved road from Dumaguete to Bacong poblacion so the driver races along the highway, honking furiously at the two-wheeled tartanillas with their little ponies hauling passengers or firewood to the city. Outside of Dumaguete the bus passes a [263] muscovado sugar mill, a relic of the past, that makes the unrefined brown sugar that most barriofolk buy. In Negros, "Sugar Bowl of the Philippines," refined sugar is too expensive to be used by the majority of the rural people. Stilted bamboo and nipa-roofed houses line the road with gay potted plants in the windows. Copra, shelled corn or palay may be drying on woven buri mats along the roadside; over the rickety bamboo fences hangs the family wash. To the east through the dark green of coconut groves is the blue sea, and beyond lies Siquijor Island.

The bus passes through Bacong poblacion with its plaza, little kiosk (bandstand) and white-washed statue of Jose Rizal, the "George Washington" of the Philippines. The marketplace is filled with people buying and selling. Small groups are having morning coffee and bread;

large glass jars filled with golden guhang (a native drink) await thirsty customers. There are the massive stone church modernized with a tin roof, the school building with its shell windows, and tidy vegetable gardens which boys so dislike to cultivate. Outside of Bacong the road is rougher and dustier. Through Dauin and Zamboanguita poblacions speeds the bus, leaving behind a whirling cloud of dust to settle on the bright green banana leaves. The bus passes over a sturdy Spanish bridge or fords a shallow stream where women are beating their wash with wooden paddles. Children play in the water, while in another part of the stream a young man in white shorts is splashing water on a grateful carabao.

After leaving Zamboanguita the bus turns west, passing through the small semi-circular plain of Mayabon with its paddies and brick-red pots drying under a burning sun. The narrow road winds up the Bondo incline and traverses an undulating plateau with waving dry grasses and isolated clumps of stunted trees. To the south is the sea again and Mindanao's faint blue outline. To the north are the tall forested mountains of southern Negros over which, wreathed with clouds, towers the ancient volcano Cuerno de Negros.

The bus stops at the road to Barrio Bonbonon to discharge passengers and then continues down to the riverine plain of Inalad. The driver stops at the western base of Bondo before a small group of houses. More OOO

passengers get off and empty wooden boxes are left by the roadside for the fishermen of Malabuhan. On the return trip the boxes will be filled with fresh fish for sale in Dumaguete. About a quarter of a mile south is Sitio Malabuhan, a fishing village with houses lining a sandy shore and many beached boats covered with coconut fronds.

The bus continues, past Inalad school and is ferried over the placid Canaway River, to arrive at Siaton poblacion. (See Plate XVII.)[1] The business center of Siaton poblacion is strung for several blocks along the National Road here named George Washington Road. There are general stores, a corn mill, and a marketplace. A card game may be in progress in a small store while the guhang "bar" already has patrons, lounging on bamboo benches. A bus from Tolong poblacion may be waiting for its passengers to finish their breakfast at the several cafes in the marketplace while the driver helps a woman to load a squealing pig for Dumaguete market. Other thin pigs root at the roadside or around the marketplace while lazy dogs sleep on the warm asphalt road, moving only when the bus is nearly upon them.

On the plaza's north side is the termite-ridden municipio with offices for the mayor and other officials and a tiny jail with bamboo bars. The church was rebuilt in 1952 but the old stone walls of the former church are seen vine-covered and shaded by giant acacia trees

[1] this plate (p. 128) is missing -- ANALYST]

Inalad, Bonbonon, Giliga-on and Bonawon. A new concrete bridge was built over the Canaway River; this improved the transportation facilities during the rainy season. 175* 653 494

In 1935 the Philippine Commonwealth was established. No elections were held this year for municipal officers; their terms were merely extended for an additional two years.[165] During this period the water system of Siaton was installed. The national, provincial, and municipal governments each contributed $5,000 for the construction of the new water system. A concrete reservoir was built at Sitio Talio, west of Naga, and the water brought to the poblacion by gravity. The water was piped only to the residences of the more prominent people of the poblacion. Public faucets were also installed at the plaza and a few other places. The system is inadequate for during the dry season the pressure becomes so low that the water runs only for short periods during the day. 175* 653 365 565

In October 1937 clouds of locusts came to Siaton. The insects covered the plaza and climbed into the church, houses, and stores. Nearly all of the unharvested rice was destroyed. In the same year Fidel Tayko was re-elected as Siaton's mayor, the new name substituted for presidente. His defeated opponent protested the election as fraudulent and won his case in Dumaguete. The victor became mayor 175* 731 175* 666

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165 "The first elections under the Commonwealth were held December, 14, 1938, for local offices." Tolentino and Zaide, op. cit., p. 151.